

Comment to Proceeding 01-289

I fly approximately 80 hours each year for one of the Angel Flight organizations, relying upon IFR, over both land and water, in a 2000 Cessna 172. Most of my missions represent single pilot because of the aircraft weight limitations when fully loaded with passenger(s), baggage, and fuel.

I have developed the ability to fly single pilot IFR with an analog panel, supplemented with a digital IFR rated GPS. Furthermore, I provide pilot reports along the route to assist others because the weather reports are only accurate as is the interpretation of the radar or satellite images.

Part of my routine includes monitoring 121.5 MHz, and I have been requested several times to assist ATC while in route to determine the source of a beacon signal on that frequency. The routine also includes checking the frequency upon landing and hangaring the aircraft.

The fact the FCC is the driving entity behind the removal of 121.5MHz instead of the FAA suggests this effort is not a matter related to flight safety. The facts (1) the FCC has demonstrated no need for urgency and (2) certain FAA mandates for 2020 require upgrading cockpit navigation/communication equipment further strengthens my opinion that 121.5 MHz should remain in use until that time.